## OPERATING FINANCIALS

**November FY2017**

### FISCAL YEAR 2017

#### Dollars in Millions

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Passenger Revenue</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Rail</td>
<td>$251.4</td>
<td>$215.4</td>
<td>($36.0)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>62.6</td>
<td>56.4</td>
<td>(6.2)</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>3.9</td>
<td>4.1</td>
<td>(0.2)</td>
</tr>
<tr>
<td>Parking</td>
<td>18.8</td>
<td>16.9</td>
<td>(1.9)</td>
</tr>
<tr>
<td>D.C. Schools</td>
<td>4.5</td>
<td>6.1</td>
<td>(1.6)</td>
</tr>
</tbody>
</table>

**Subtotal**

- **Actual**: $341.3
- **Budget**: $354.6
- **Variance**: ($13.3) $-15.7%

<table>
<thead>
<tr>
<th>Non-Passenger Revenue</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertising</td>
<td>9.3</td>
<td>9.1</td>
<td>(0.2)</td>
</tr>
<tr>
<td>Joint Development</td>
<td>2.5</td>
<td>3.0</td>
<td>(0.5)</td>
</tr>
<tr>
<td>Fiber Optic</td>
<td>6.5</td>
<td>6.6</td>
<td>(0.1)</td>
</tr>
<tr>
<td>Other</td>
<td>15.3</td>
<td>6.5</td>
<td>8.8</td>
</tr>
</tbody>
</table>

**Subtotal**

- **Actual**: $33.6
- **Budget**: $25.4
- **Variance**: $8.2 $3.2%

**Total Revenue**

- **Actual**: $374.9
- **Budget**: $380.0
- **Variance**: ($5.1) $-1.3%

### YEAR-TO-DATE RESULTS

#### Dollars in Millions

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
</tbody>
</table>

**Operating Expenses**

<table>
<thead>
<tr>
<th>Salary/Wages</th>
<th>$321.2</th>
<th>$324.8</th>
<th>(3.6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overtime</td>
<td>33.3</td>
<td>38.4</td>
<td>(5.1)</td>
</tr>
<tr>
<td>Fringe Benefit</td>
<td>182.9</td>
<td>164.1</td>
<td>18.8</td>
</tr>
<tr>
<td>Services</td>
<td>78.4</td>
<td>93.2</td>
<td>(14.8)</td>
</tr>
<tr>
<td>Supplies</td>
<td>41.0</td>
<td>49.8</td>
<td>(8.8)</td>
</tr>
<tr>
<td>Fuel (Gas, Diesel, CNG)</td>
<td>13.0</td>
<td>10.2</td>
<td>2.8</td>
</tr>
<tr>
<td>Propulsion Power</td>
<td>21.3</td>
<td>19.1</td>
<td>2.2</td>
</tr>
<tr>
<td>Utilities</td>
<td>13.2</td>
<td>14.9</td>
<td>(1.7)</td>
</tr>
<tr>
<td>Insurance/Other</td>
<td>12.9</td>
<td>12.1</td>
<td>(0.8)</td>
</tr>
<tr>
<td>Capital Indirect Allocation</td>
<td>0.0</td>
<td>21.3</td>
<td>(21.3)</td>
</tr>
</tbody>
</table>

**Total Expense**

- **Actual**: $717.2
- **Budget**: $731.4
- **Variance**: (14.2) $-1.9%

**Subsidy**

- **Actual**: $342.3
- **Budget**: $351.4
- **Variance**: $9.1 $2.6%

**COSt RECOVERY RATIO**

- **Actual**: 52.3%
- **Budget**: 45.9%
- **Variance**: 6.4% Favorable

54.2% 41.3% 48.7% Favorable/(Unfavorable)
REVENUE AND RIDERSHIP

November FY2017

REVENUE (in Millions)

<table>
<thead>
<tr>
<th></th>
<th>FY2016 Actual</th>
<th>FY2017 Budget</th>
<th>FY2017 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$63M</td>
<td>$50M</td>
<td>$63M</td>
</tr>
<tr>
<td>Aug</td>
<td>$55M</td>
<td>$55M</td>
<td>$57M</td>
</tr>
<tr>
<td>Sept</td>
<td>$65M</td>
<td>$60M</td>
<td>$67M</td>
</tr>
<tr>
<td>Oct</td>
<td>$69M</td>
<td>$70M</td>
<td>$70M</td>
</tr>
<tr>
<td>Nov</td>
<td>$74M</td>
<td>$75M</td>
<td>$78M</td>
</tr>
<tr>
<td>Dec</td>
<td>$76M</td>
<td>$76M</td>
<td>$78M</td>
</tr>
<tr>
<td>Jan</td>
<td>$82M</td>
<td>$81M</td>
<td>$81M</td>
</tr>
<tr>
<td>Feb</td>
<td>$86M</td>
<td>$84M</td>
<td>$84M</td>
</tr>
<tr>
<td>Mar</td>
<td>$88M</td>
<td>$88M</td>
<td>$88M</td>
</tr>
<tr>
<td>Apr</td>
<td>$90M</td>
<td>$90M</td>
<td>$90M</td>
</tr>
<tr>
<td>May</td>
<td>$90M</td>
<td>$90M</td>
<td>$90M</td>
</tr>
<tr>
<td>Jun</td>
<td>$92M</td>
<td>$92M</td>
<td>$92M</td>
</tr>
</tbody>
</table>

Cumulative Revenue Variance

-75M $75M $50M $25M $0 $125 $250

FY2017 Variance FY17

November Nov-FY2016 Actual Actual Budget

Metrorail 14,503 13,284 15,631 -8% -15%
Metrobus 10,219 10,101 10,844 -1% -7%
MetroAccess 182 194 197 7% -2%
System Total 24,903 23,578 26,672 -5% -12%

YTD FY2016 Actual Actual Budget

Metrorail 82,991 73,214 86,259 -12% -15%
Metrobus 55,838 52,755 57,567 -6% -8%
MetroAccess 956 995 1,022 4% -3%
System Total 139,785 126,963 144,848 -9% -12%

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

Rail

<table>
<thead>
<tr>
<th></th>
<th>Rail Budget</th>
<th>Rail Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>18.8</td>
<td>18.8</td>
</tr>
<tr>
<td>Aug</td>
<td>17.5</td>
<td>17.5</td>
</tr>
<tr>
<td>Sept</td>
<td>16.8</td>
<td>16.8</td>
</tr>
<tr>
<td>Oct</td>
<td>15.6</td>
<td>15.6</td>
</tr>
<tr>
<td>Nov</td>
<td>14.9</td>
<td>14.9</td>
</tr>
<tr>
<td>Dec</td>
<td>15.5</td>
<td>15.5</td>
</tr>
<tr>
<td>Jan</td>
<td>14.8</td>
<td>14.8</td>
</tr>
<tr>
<td>Feb</td>
<td>14.7</td>
<td>14.7</td>
</tr>
<tr>
<td>Mar</td>
<td>11.6</td>
<td>11.6</td>
</tr>
<tr>
<td>Apr</td>
<td>11.7</td>
<td>11.7</td>
</tr>
<tr>
<td>May</td>
<td>11.9</td>
<td>11.9</td>
</tr>
<tr>
<td>Jun</td>
<td>11.5</td>
<td>11.5</td>
</tr>
</tbody>
</table>

Bus

<table>
<thead>
<tr>
<th></th>
<th>Bus Budget</th>
<th>Bus Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>10.3</td>
<td>10.3</td>
</tr>
<tr>
<td>Aug</td>
<td>11.0</td>
<td>11.0</td>
</tr>
<tr>
<td>Sept</td>
<td>10.7</td>
<td>10.7</td>
</tr>
<tr>
<td>Oct</td>
<td>10.8</td>
<td>10.8</td>
</tr>
<tr>
<td>Nov</td>
<td>10.4</td>
<td>10.4</td>
</tr>
<tr>
<td>Dec</td>
<td>10.6</td>
<td>10.6</td>
</tr>
<tr>
<td>Jan</td>
<td>10.3</td>
<td>10.3</td>
</tr>
<tr>
<td>Feb</td>
<td>11.6</td>
<td>11.6</td>
</tr>
<tr>
<td>Mar</td>
<td>11.7</td>
<td>11.7</td>
</tr>
<tr>
<td>Apr</td>
<td>11.9</td>
<td>11.9</td>
</tr>
<tr>
<td>May</td>
<td>11.5</td>
<td>11.5</td>
</tr>
<tr>
<td>Jun</td>
<td>11.5</td>
<td>11.5</td>
</tr>
</tbody>
</table>
OPERATING BUDGET

November FY2017

OPERATING EXPENDITURES ($ in Millions)

OPERATING BUDGET ($ in Millions)

OVERTIME BUDGET VS ACTUAL ($ in Millions)

OPERATING BUDGET ($ in Millions)

<table>
<thead>
<tr>
<th>November</th>
<th>Nov-FY2016</th>
<th>Nov-FY2017</th>
<th>Variance FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$69.3</td>
<td>$60.1</td>
<td>$70.4</td>
</tr>
<tr>
<td>Expense</td>
<td>$127.9</td>
<td>$145.5</td>
<td>$144.6</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$58.5</td>
<td>$85.4</td>
<td>$74.1</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>54.2%</td>
<td>41.3%</td>
<td>48.7%</td>
</tr>
</tbody>
</table>

YTD

<table>
<thead>
<tr>
<th>FY2016</th>
<th>FY2017</th>
<th>Variance FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$374.9</td>
<td>$324.1</td>
</tr>
<tr>
<td>Expense</td>
<td>$717.2</td>
<td>$705.3</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$342.3</td>
<td>$381.3</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>52.3%</td>
<td>45.9%</td>
</tr>
</tbody>
</table>

OVERTIME BUDGET VS ACTUAL ($ in Millions)

Cumulative Overtime Variance
CIP EXPENDITURES ($ in Millions)

- $487M
- $1.10B
- $1.20B
- $950M

- Original Budget
- Actual YTD Expenditures
- Forecast Range

November FY2017